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CENTRAL INTELLIGENCE AGENCY

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1. About six jet aircraft were stationed at the Klin (36°43'E/56°20'N) airfield in the summer of 1948. No unit equipped with four-engine aircraft, with attached fighters and jet planes, was stationed at the field in August 1948. (1)
2. Cargo-gliders of huge dimensions, towed by three aircraft each, were never seen there. Generally three aircraft each towing one glider were seen flying in formation. (2) Brake parachutes and powder rockets were not seen when these gliders landed. However, the trailing edges of the wings were fitted with landing flaps which were extended during landings, thus reducing the speed of the ground run. (3)
3. It was not observed that the front parts of the fuselages of these gliders opened on hinges. No gun stations were seen. The gliders were presumably being used only by pilots, since the strength of the airfield personnel appeared to be very low during the glider training period. The main purposes of these exercises apparently were technical tests and the training of glider pilots. The maneuvers were obviously not of a tactical nature. The wingspan of the glider was about 1 1/2 times that of the twin-engine aircraft towing it. The carrying capacity of each glider was estimated at 40 men.
4. The door of the twin-engine transport was on the left side of fuselage. Special gun stations were not seen.

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5. Cargoes were dropped from about six four-engine aircraft stationed at the field. The cargoes were suspended from one to three parachutes, depending on the cargo size. These parachutes were two or three times the size of standard parachutes. Each parachute was connected to the cargo by a special device. The parachutes were staggered to ensure their opening. One gun was dropped in two units, namely barrel and mount, each piece being dropped by one large parachute. Three parachutes were used for one complete truck. When the aircraft took off with a motor vehicle its lower part projected below the fuselage. The opening of the large parachutes by means of a small one was not seen during cargo exercises. This was observed only when parachutists were being trained. On such occasions the lead jumper or unit leader dropped a great distance and then opened a small parachute which in turn opened the standard parachute. There were no ground combat exercises in connection with the dropping of cargoes. The four-engine aircraft were probably not fitted with rear gunner's stations. (4)
6. Combined maneuvers of fighter and transport units were not observed. From the fact that the Klin airfield was occupied by piston and jet fighters, and from the flying activities observed, [redacted] fighter pilots were being retrained with jet aircraft. (5) The only feature of the jet aircraft [redacted] was that the power plant, housed in a streamlined nacelle, was suspended from the fuselage.
7. The officers of the units stationed at the field wore light-blue epaulets and service caps with one light-blue stripe. Special insignia were not observed.
- (1) Comments. [redacted] the field, according to other reports, serves as a test station for parachute and air-borne troops as well as other special units of the air force. The retraining of a fighter unit with jet aircraft is again confirmed.
- (2) A previous report of three aircraft towing a cargo glider of huge type appears improbable.

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- (3) A clear picture of the glider type is not given. The wingspan of this craft is estimated at about 40 meters. Landing flaps were mentioned as the only landing aid. The estimated carrying capacity of 40 soldiers is regarded as too high for a glider of this type.
- (4) The dropping of the cargoes appears to have been observed incorrectly in some details. The separate fastening of the three parachutes to cargo, which was confirmed several times, would probably lead to instability and endanger the safe descent of the cargo. It may be assumed that the cargoes themselves are fixed to suspension devices installed in the fuselage. The trap doors of the loading hatches must, according to this description, open inwards.
- (5) It is emphasized that no combined practices of fighter and transport units were observed. However, exercises of this type were seen there as well as at other parachute training grounds according to numerous previous reports. The training of transport and fighter units stationed in Alin apparently centered around other activities. However, combined maneuvers on a smaller level were apparently held on some occasions.

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